

fact sheet

# Flying the Difference on ... KLM's BOEING 747 B





## The fact is . . .

'The bigger, the better' doesn't always follow, but on its 747Bs KLM has made sure that it does, improving still further on the undoubted benefits of this superjet wherever possible.

### FOR THE PASSENGERS:

#### Entrance doors

- are wide enough (1.06 m, 46.25 ins) for two people to walk on board side by side
- are plentiful, ten in all
- are spaced conveniently along the plane: one on each side of the five cabins on the main deck
- are an indication of the general 'roominess' that awaits passengers on board

#### Aisles

- open out into spacious reception areas near the entrance doors
- open up the plane, two aisles (53 cm, 20.9 ins wide) run along its entire length, one either side
- open up the cabins for easy walking to and fro across them: *nine* aisles, some extra wide, run across the plane in KLM's Economy Class
- open the way for speedy access to the nine galleys and thirteen toilets on a KLM 747B, more than on most other carriers

- open up the opportunity to saunter round and 'stretch one's legs'

#### Cabins

- have high ceilings (2.44 m, 8 ft), allowing room for a passenger to stand up wherever he/she may be sitting
- have a generous width (6.15 m, 20 ft) and near-vertical side walls
- have the 'feel' of well-proportioned rooms, one in First Class and four in Economy Class
- have natural light and plenty of 'view' from the 182 windows on a 747B

#### Seats

- are 15% wider, than on any other type of jet aircraft in the air today – yet offer more leg space and arm-rest room
- are nine abreast (in Economy Class): 2 / 2 + 2 / 3
- are more frequently 'aisle' or 'window' seats (i.e. a higher percentage) than on any other type of plane
- are different colours in each cabin
- are available in non-smoking and non-viewing areas if required
- are supplied, on the arm panel, with all the aids needed to control in-flight entertainment\* . . . no need for passengers to reach overhead while relaxing

#### Lounge

- has its own bar and attendant
- has its own toilet
- has its 16 seats – settees and swivel chairs – attractively grouped
- has eight of its seats fitted with seatbelts, so that they can be used at take-off and landing

#### In-Flight entertainment \*

- caters for a wide range of tastes on its eight audio channels (mono and stereo): From Latin-American to typically Dutch music, and from pop to classical concerts
- caters for a wide range of ages: restful music for our older travellers and an English-language programme to amuse the children
- caters for a wide range of listening time: classical and pop concerts (both stereo) each last for two hours, others are shorter . . . a total of 12 hours listening
- caters for a wide range of outlook by showing a film programme, lasting up to 2 hours, that everyone can enjoy . . .

#### Meals

- are served before the film, allowing a restful meal
- are served from 18 high-speed ovens and 13 refrigerators, in 9 galleys
- are served off 37 small trolleys – only 30.5 cm wide, to avoid aisle congestion

#### Overhead stowage

- means no hand luggage strewn on the floor or wedged under the seat; meals, music and movie can be enjoyed more comfortably
- means no need to 'keep an eye on' possessions, containers (40 lbs capacity) are fully enclosed
- means easier movement into and out of a seat, no more tripping over

#### Communication

- via the 12 telephones on KLM's 747B keep the cabin and cockpit crews constantly in touch with each other and able to attend swiftly to passengers' needs
- via the passenger address system keeps travellers pleasantly informed of details concerning the flight

#### Atmosphere

- is fresh and airy, 900 kgs of clean air are pumped in every three minutes to air condition the cabins
- is restful because the engine has special modifications to make

\* *by Inflight Motion Pictures Inc.*





it quieter than those of other modern aircraft

- is relaxed and comfortable ... the sophisticated design of the 747B allows a 1-minute take-off, smooth flight and soft landing

#### In fact ...

**KLM's 747B is an ideal plane on which to travel and "Fly the Difference".**



#### The fact is ...

**Its stability and smoothness at all stages of flight are as notable as its size.**

#### EQUIPMENT AND COMPONENTS:

##### Electronic equipment

- there's a total of 14 computers on KLM's 747B !!!
- there's the Inertial Navigation System (INS) masterminding the navigation, keeping the pilot informed of his precise position; together with the Autopilot system, this enables course corrections to be made en route and the plane brought, automatically, to its destination point.
- there's the Fail Ops System (exclusive to KLM) in 5 of our aircraft, making it possible for the plane to land in poor weather conditions
- there's the Airborne Integrated

Data System controlling and recording the performance of many of the systems on board ... records that are of immense use during overhauls.

##### Engines

(Pratt and Whitney JT9D-3w)

- have immense power and KLM's B version of the 747 has a thrust of 20,400 kgs (45,000 lbs) – more than twice that of a DC-8 – allowing a take-off weight of approx. 350,000 kgs (770,000 lbs)
- have a 2½ minute injection of distilled water (340 litres) during take-off enabling them to maintain maximum thrust
- have a much quieter performance during take-off, cruising and landing than other jets ... the result of sound absorbers in the engine cowling, a reduced front-fan speed; and the removal of the inlet guide vanes
- have a clean burn, giving almost not visible exhaust

##### Fuel

- consumption at take-off is 500 litres (130 U.S. gallons)
- consumption, while cruising, is approx. 13,500 litres (2050 U.S. gallons) per hour
- consumption of the 747B is drawn from a staggering 193,000 litres (51,000 U.S. gallons)

capacity, just about enough to send a family car 30 times around the equator

##### Range

- is longer for KLM's 747B than for the 747: an **additional** range of 1300 kms (800 miles)
- is 8000 kms (5000 miles), with a full load of passengers and cargo

##### Speed

- at lift-off, which takes 1 minute, is 300 km/h (190 m.p.h.),
- at a height of 10 kms (33,000 ft) with a weight of 272,000 kgs (600,000 lbs) is 900 km/h (570 m.p.h.), while cruising
- at cruising maximum, is 980 km/h (610 m.p.h.)

##### Operating weights

- maximum, take off: 351,000 kgs (773,000 lbs)
- maximum landing: 256,000 kgs (564,000 lbs)
- operational empty weight: 170,000 kgs (375,000 lbs)
- payload: 50,000 kgs (110,000 lbs)

##### Dimensions

- length : 70.51 m (231 ft 4 ins)
- wingspan : 59.64 m (195 ft 8 ins)
- tailspan : 22.17 m ( 72 ft 9 ins)
- tail height : 19.33 m ( 63 ft 5 ins)





### Fuselage

- its length is more, so we've reliably been told, than the Wright brothers' first flight!
- its immense size helps to give the plane its steady feeling in flight
- its cockpit [8.84 m (29 ft) above the ground] is provided with panoramic views for the pilot, co-pilot and flight engineer

### Wings

- the huge wing span, together with the expanse of fuselage, makes especially smooth landings possible for the 747B . . .
- the leading edge flaps (operated pneumatically) are of advanced design and, with the trailing edges, add 28% to the wing area when fully extended.

### Landing gear

- has 18 wheels, so precisely situated that a runway undergoes no more stress when a 747B lands than when a DC-8 does
- has a weight of 11,340 kgs (25,000 lbs) — as heavy as a fully loaded DC-3

### Tail

- is proportionally very large and gives the plane its basic stability
- is the site of an auxiliary power unit . . . that does away with the need for the familiar "start cart",

air-conditioning truck and electrical power truck, which would otherwise be needed to service the plane

### Lower deck: luggage and freight area

- is divided into three convenient compartments
- is designed to carry restricted packages and animals, as well as passenger baggage and cargo
- is able to accommodate bulky cargo: main access doors are 158 x 264 cm (66 x 104 ins)
- is equipped in the two main compartments with rollers and powered rubber wheels . . . movement of pallets and containers is fully mechanized; passenger baggage is efficiently moved in half-width container loads of 50 suitcases each
- is capable of carrying up to 132.4 cu. m. (4677 cu. ft) of freight, depending on the season . . . *in addition to* the baggage of a full passenger load

### Ground equipment

- completes the unloading and servicing and re-loading of a 747B — for 353 passengers and cargo — in 60 minutes

It's a plane that captures the imagination and we could go on describing it forever — but we

won't! We'll just mention that the home-base of KLM's 747Bs, *Amsterdam International Airport*, has a fully equipped wing exclusively for "747 travel": a waiting lounge for 400 people, at each departure gate; coffee counters; tax-free shopping; travellers (rolling side walks), etc.

### In fact . . .

**It's a magnificent plane wherever your interest lies — agent or airline — there's something about a KLM 747B to set everyone talking . . . and flying.**

